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Photograph by Maynard Owen Williams

THE AFGHAN PAYS HIS TAXES IN AFGHANIS

The tax collector of Herat, in western Afghanistan, spreads a rug just outside the city wall, opens his fountain pen, and begins levying taxes on sheep or possibly other produce being brought to market. To his left, his assistant records assessments and payments. The heaps of money, spreading as the day advances, are mainly Afghanistan's own currency, although the rupee of India to the south, the chervonets of Russia to the north, and the dinar of Iran to the west are also in common use in the country. Afghanistan's monetary unit, the afghani, is the equivalent of 36c. When converted into small change it makes 100 pals; 20 afghanis are worth one amania. In parts of the country money changers are constantly busy exchanging afghanis for rupees, chervonetsi, and dinars, or other strange-sounding coins of the Orient (Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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General Headquarters, Washington, D. C.

Italy's Crumbling African Empire Equals 43% of U. S. Area

ITALY'S colonies in Africa, now menaced by British attack and native insurrections, cover an area of approximately 1,300,000 square miles. This figure represents a stretch of territory more than two-fifths, or 43 per cent, as large as the continental United States, and over ten times the Italian motherland's size.

Italy-in-Africa consists of Libia on the North African coast and Italian East Africa (the latter made up of Eritrea, Italian Somaliland, and Ethiopia). The colonies hold an estimated population of fewer than 14 million people, compared with Italy's 44 millions at home.

Early Comers Had Taken Choice African Lands before Italy Started

Vast and relatively uncrowded as these possessions are, however, with space apparently capable of accommodating Italy's population overflow as well as producing much needed raw materials, they have so far yielded little profit.

To begin with, Italy's African empire was late in growth. It did not start until after the unification of Italy in 1861. By then, most of the choicer areas of Africa had been taken over by other powers.

The first Italian slice from the African colonial "pie" was of strategic rather than economic value. In 1870, through the purchase of the Bay of Assab in what is now the southeast corner of Eritrea, Italy gained a foothold near the vital strait of Bab el Mandeb, southern outlet of the Red Sea between Arabia and Africa. Later this small territory expanded into the protectorate of Eritrea, which today extends toward the Suez Canal along 670 miles of Red Sea shore (illustration, next page).

Later, in the 1880's, Italy made her first attempt to annex neighboring Ethiopia. Failing in this, the Italians consolidated their position in the coastal region known as Italian Somaliland, a wide strip along the northeast curve of the African continent's eastern "Horn," on the Indian Ocean. The 1935-36 conflict with Ethiopia brought the long-independent land of the Negus under Italian sway, providing a broad land link between Eritrea and Italian Somaliland.

In northern Africa, meanwhile, Italy had taken over the areas of Tripolitania and Cirenaica (now united to form Libia) as a result of the defeat of Turkey in the war of 1911-12.

Ethiopia Has Greater Resources than Other Areas

All Italy's coastal colonies have a high proportion of arid, unhealthful, and unproductive land. Libia is known as the "desert colony." Barren, torrid, fever-ridden Italian Somaliland is of small economic use in peace and is especially vulnerable in war. In steaming Red Sea ports of Eritrea, returning visitors report, the heat "rests like a curse on all living creatures."

Ethiopia, with its high, fertile plateau regions (illustration, inside cover) and its reportedly rich mineral resources, seems to offer a more encouraging outlook for potential development. Yet there, too, are found physical difficulties such as high altitudes and unfamiliar climatic conditions, together with transport hazards over mountain and gorge in remote, little-traveled country inhabited by natives many of whom are hostile.

At the opening of the present war, Italy's African possessions occupied what appeared to be strategic positions beside three major bodies of water, the Mediterranean, the Red Sea, and the Indian Ocean. East Africa south of the lower Red

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Photograph by Alfred M. Bailey

ROUND CHURCHES, PORCH-SURROUNDED, WERE SCENES OF ROUND-TABLE DISCUSSIONS IN PRE-ITALIAN ETHIOPIA

Because their native highlands lacked roads, newspapers, radios, or any other means of easy communication, the Ethiopians depended on their church gatherings for sociability and news as well as for religion. The churches are sociable even in their architecture, surrounded by a shallow porch under the projection of the parasol-like roof, and situated always in a shady grove of trees. For further protection from the sun, the Ethiopians use veils, turbans, and quaint parasols with decorated tip (foreground and left). Although their costume suggests Moslem influence, Ethiopians are Christians of the Coptic Church, preserving many aspects of their worship unchanged from the Byzantine era 1,500 years ago. The congregation includes a few khaki-uniformed soldiers of the army of Haile Selassie, who is now attempting to recover his lost throne. Italian conquerors have hoped that the pleasant climate and productive land of his highland kingdom would make Ethiopia the most valuable part of Italy's African empire (Bulletin No. 1).

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Yuans, Yens, Sens, and Bahts: Money in Asia's Pockets

LIKE the cent of the United States, the pre-war sen of Japan was a copper coin, worth one-hundredth part of the Japanese "dollar," the yen. But copper had to go to war, and its place was taken by an aluminum sen. Now Japan has replaced the latter coin with a new aluminum sen—smaller.

The sen, the yen, the yuan, and the baht, the piaster and the peso, the amania, the rupee, and the rial—these are some of the picturesque coins of the Orient toward which American attention has been turned by wartime finances. Last year, for example, the United States undertook to stabilize China's yuan.

A French king, an ancient Roman coin that wandered east, a road in Mexico, and a president are among the influences behind the names of Oriental money.

Old China Had Shoe Money, Old Japan Had Boo

The yuan of China is actually the Yuan dollar, which owes its name to Yuan Shih-kai, first president of the Chinese Republic (illustration, next page). First issued in 1914 with President Yuan's effigy on one side, the silver Yuan dollar came to the land of the square-holed copper "cash" to simplify financial complications that had been accumulating for 4,000 years, with such important by-products as the invention of paper money. The Yuan dollar's present value is quoted at 6¢. The hundredth part of the Yuan dollar, like the American penny, is a standard copper coin of 10-cash value (as the cent has a 10-mill value).

Modern Japan's currency, which in the past century replaced the old gold "ko-bang" and the silver "boo," is based on the yen, a unit now worth about 23¢. Small change for the yen is 100 sen or 1,000 rin. Japanese coins, like the Chinese money from which they originated, were in ancient times shaped like objects they could buy—a suit-shaped coin for a suit of clothes, or a sword-shaped coin for a weapon. "Shoe money" is still in circulation. By the time Japan evolved its own currency, coins were generally round, and therefore designated by the word meaning "round"—yen, with the secondary meaning of "perfection."

Siam's "dollar" is the baht, worth some 37¢. Like the dollar it is divided into a hundred parts, or satangs (meaning, like cent, "one-hundredth").

Three Kinds of Oriental Dollar Besides Yuan Dollar

The popularity of dollars in the Orient, where the Hong Kong dollar and the Straits Settlements dollar also circulate, is due not to the United States but to Mexico. While Spain held the Philippines, these islands off Asia's southeastern coast were bound to Mexico by the need for a short cut between the Pacific and Atlantic ship lanes to their mother country. The honest ring of Mexican silver, by way of traders in the Philippines, reached Pacific ports of Asia and won high esteem. When the British took over the Crown Colony of Hong Kong, they abandoned the pound and established a local dollar as legal tender to compete with the Mexican dollar. Hong Kong's dollar is now valued at 23¢. At Singapore, another pro-Mexican-silver port, British authorities issue the Straits Settlements dollar (worth 47¢), divided into 100 cents, with coins also for ½-cents and ¼-cents. This currency basis prevails also throughout the Malay States. The traditional British pound sterling, however, is coin of the realm in Australia, the Fiji Islands, and other British possessions of the South Pacific.

An ancient Sanskrit word for "silver" survives in the name of the rupee, which replaces the pound to measure wealth for India. One silver rupee, worth 30¢, is equal to 16 nickel annas, 64 bronze pices, or 768 bronze pies (the pie is

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Sea and the Gulf of Aden was a solid Italian block, with the exception of the two coastal patches of British and French Somaliland. Later the entire area became Italian-controlled, as Fascist forces occupied British Somaliland and dominated French Somaliland after the defeat of France.

At the present stage of the war, however, geography has taken a stand against rather than for Italian efforts. Italian East Africa is all but isolated from the fighting motherland. With the sea outlets from the Mediterranean barred at British Gibraltar and the Suez Canal, air communication offers the only open route from Italian home bases more than 2,000 miles away from the nearest point in the east African possessions. Libia has become a battleground from which sea communication with the homeland reportedly has been cut off by the British Navy. Also, Libia and Italian East Africa are isolated from each other by a vast expanse of hostile territory across the Anglo-Egyptian Sudan, nearly a 1,000 miles at its narrowest stretch.

Note: For additional material about Italy's African colonies see: "Old-New Battle Grounds of Egypt and Libia," *National Geographic Magazine*, December, 1940; "With the Italians in Eritrea" and "Traveling in the Highlands of Ethiopia," September, 1935; "Life's Tenor in Ethiopia," June, 1935; "Modern Ethiopia," June, 1931; "Cirenaica, Eastern Wing of Italian Libia," June, 1930; and "Tripolitania, Where Rome Resumes Sway," August, 1925.

Italy's African possessions may be located on The Society's Map of Africa, copies of which are available at 50c (paper) and 75c (linen).

Bulletin No. 1, February 10, 1941.

Photograph by Harald P. Lechenperg

BARREN ERITREA RAISES CROPS OF SALT FROM THE SEA

In Italy's torrid colony on the sun-baked Red Sea Coast, where the earth is relatively unproductive, the sunshine and the sea are "cultivated" to yield tons of salt, a valuable commodity for sale to traders from the interior of Africa, hundreds of miles from any natural salt sources. It is also exported to Japan. Brine from the sea, when led through a canal into shallow pools or "pans," begins to evaporate rapidly under the blazing sun. Shoveling the salt crystals into piles, workmen expose the water beneath to the sun also. A bucket brigade in single file will then carry the salt from the pans to high mounds of the salty crystals, which are later transferred to the dump-cars running along the railroad (background) to the docks at the port of Massaua. Drinking water for the thirsty man (left) was hauled in a barrel to the salt works.

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Germany's Industrial Ruhr

IN SPITE of Germany's efforts to spread out the nation's industrial activity instead of leaving it concentrated in a small, easily bombed area, the Ruhr has had industries enough to attract 500 of the 1,400 raids over the Reich which the British air force reported in its recent official summary of war activities prior to the beginning of 1941.

Before the decentralization plans went into effect, the Ruhr was so crowded with industrial establishments that British bombers could hardly drop their destructive "eggs" without hitting some foundry, blast furnace, chemical plant, or surface mining works.

One of the Most Crowded Areas of Crowded Europe

Normally this industrial region would be the iron-working center of all Europe, producing within its limited area as much as or more than all the iron output of England or even of France. Extending over an area about 95 miles long and 65 miles wide, the Ruhr has often been called the world's most powerful center of heavy industry. Any remnant of this record production would appear considerable enough to draw enemy attack.

Moreover, straddling the Ruhr River, a short tributary of the lower Rhine, in the northwest corner of Germany, this region is not only an important military objective but more accessible from England than most of the other vital German points. From the nearest spot on the British coast to the heart of the Ruhr, for example, is a distance of about 230 miles, less than an hour's bombing ride. To reach the Saar, another highly industrialized area of Germany, would require a longer flight of 300 miles, and that of a more dangerous character, since it would have to traverse a larger area of German-held land. From London to Berlin is a distance of more than 500 miles.

In peacetime, the Ruhr has an estimated population of between six and seven million people within its narrow boundaries, who give the region an average population of a thousand to three thousand per square mile, one of the densest in Europe. They include chemists, engineers, technicians, and the armies of miners and industrial workers needed to keep the coal moving and the factories humming. Their homes make the district an almost unbroken urban area (illustration, next page), with occasional concentrations of population in cities of several hundred thousand.

Prosperity Changed with National Frontiers

In the Ruhr area are found more than a dozen important manufacturing cities—Essen, Dortmund, Bochum, Düsseldorf, Aachen—working together in such close economic cooperation as to form a single industrial unit. Many of them are metropolises of modern mushroom growth, whose rapid rise parallels that of industrial centers in the United States.

Coal mined in the region amounts usually to more than a hundred million tons a year. Some 11 million tons of iron and 13 million tons of steel are turned out in normal years, accounting for more than four-fifths of the nation's entire production.

The development of the Ruhr as an iron and steel center is due chiefly to the vast Westphalian coal fields, situated conveniently near by, with the largest known reserve of unmined coal in Europe. They comprise a variety of beds, of which the coking coal, extensively used in metallurgy, is particularly valuable. Geologists estimate that the supply will last 2,500 years, at the ordinary rate of mining.

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valued at 4/100 of 1¢). Special words apply to large quantities of Indian money —a lakh, for instance, meaning 100,000 rupees, and a crore meaning ten million.

The rupee circulates also in Ceylon, where instead of annas and pies it is divided into 100 cents, with a nickel 5-cent piece. India's neighbor Afghanistan uses the afghani, worth 36¢, as the currency unit (illustration, cover).

The rupee's realm once reached as far west as Iraq, adjoining Turkey and Palestine, but the 1932 currency change substituted the dinar, as in Yugoslavia. Iraq's dinar, however, is tied to the British pound and worth $4.03, while Yugoslavia's is worth 2¢. It was named for the ancient Roman gold denarius used in both countries while they were under the Roman Empire.

In Iran, next door to Iraq, a dinar is a tiny amount, a mere one-hundredth of the monetary unit recently named the rial and officially valued at 6¢. The rial owes its name to the old French and Spanish words for "royal". The pahlavi, equal to 100 rials, is a more native coin name, from the words for "old Persian"—and incidentally the name also of the ruling Shah.

To the old Russian ruble of 100 kopecks, the U.S.S.R. has added a new currency note—the chervonets, worth ten rubles, or 19¢.

French colonies of the Pacific employ the homeland's franc, which in its name commemorates King John's old French coin stamped *Francorum Rex*. But French Indo-China uses the piaster, now worth 22¢, with a name of Italian origin. The piaster, however, has the 100 centimes of French tradition. The Netherlands Indies use the guilder, also called the florin, of two ducats or 100 cents. The Philippines, although their currency was established by the United States Congress, use the peso instead of the dollar.

Bulletin No. 2, February 10, 1941.

Photograph by Benjamin Morse

EAGLES, AUTOMOBILES, AND PRESIDENTS REPLACE SHOES AS MONEY SYMBOLS

In early days before their invention of paper money, the Chinese made coins in the shape of objects they would purchase—such as clothing or weapons. The *sycee*, or "shoe money" (background), still in use in some places, is shaped roughly like a woman's toeless shoe of the bound-foot era. Mexican dollars (left) were current in China centuries before these Chinese dollars (right) were minted. Frequently prices and rates in Chinese cities are quoted in "dollars Mex," and silver dollars made in China are stamped Republica Mexicana and decorated with the Mexican eagle and liberty cap. Of the three Chinese dollars, the middle is the Yuan dollar, named for the republic's first president. Behind it lies the Sun Yat-sen dollar, commemorating the revolutionary leader. The front one, stamped with an automobile, is the Kweichow dollar, a tribute to roads the Red Cross built to facilitate famine relief in Kweichow Province.

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Thrace, the Birthplace of Mars, Now Turkey's "Steel Fortress"

ASIATIC Turkey has a shield of steel for protection against Europe's warfare in the Balkans, say defiant broadcasts from Istanbul. The shield is European Turkey, the easternmost section of Thrace, lying northwest of the greater bulk of the Turkish nation and separated from it by the Sea of Marmara and the Straits of the Dardanelles and the Bosporus.

A land bridge between Europe and Asia, Thrace early entered western Europe's knowledge by way of Greek mythology. In these ancient stories the region was the home of Orpheus and his magic music, and the traditional birthplace of Mars.

Greek Thrace Bars Bulgaria's Outlet to the Aegean

In the past various peoples have used it as a corridor for traffic between Europe and Asia, as a colonial outpost of imperial resources, and as a homeland to be fought for. One of those strategic earth spots where history is made, and sometimes repeated, Thrace has expanded and contracted in size under the pressure of conquest and migration, of nationalism and war.

Today, as "western Thrace," one portion of this region forms the northeasternmost section of mainland Greece, lying between the Nestos River (north of the island of Thásos) and the Maritza River (the boundary with Turkey).

On the other side of the Maritza lies Turkish or "Eastern Thrace," extending eastward to include Istanbul, formerly capital of Turkey as Constantinople, and southward to the Gallipoli Peninsula, of World War fame. The area includes Adrianople (Edirne), capital of the Turks before they captured Constantinople.

On the north, across the Rhodope Mountains, Bulgaria has the remaining share of ancient Thrace, which at one time extended as far north as the Danube. Altered during the Middle Ages under Turkish rule, the Bulgarian section has appeared in modern history under the name of Eastern Rumelia, consisting roughly of that part of the nation extending from the Balkan Mountain region southward to the Rhodopes. A large part of the country's vineyards and much of its silkworm-raising are found within these limits, where also are situated the Black Sea port of Burgas and the inland city Plovdiv (Philippopolis). The varied exports from this agricultural region, however, are cut off from an outlet to the Aegean Sea by the intervening arm of Greek Thrace. The Bulgarians' desire for a place on the Aegean has been one of the many problems that have plagued the people of Thrace.

Bulgaria Was Offered Use of Greek Port

In 1913, after the First Balkan War, in which the nations of southeast Europe won their independence from the old Turkish Empire, Bulgaria gained a wide strip of land fronting on the Aegean, only to lose it to Greece as a result of defeat in the World War. In compensation for the loss of her coastal territory, Bulgaria was guaranteed, in post-war treaties, free transit through Greece to Thracian ports, and the right to permanent lease of a port zone at Alexandroúpolis (Dede Agach). This arrangement, however, was considered by the Bulgarians an unsatisfactory substitute for actual possession of a direct corridor to the sea. In the meantime, although Bulgaria has extensively developed her Black Sea outlets, the Thracian city of Alexandroúpolis—though the terminus for two railways—is still unimportant.

In the Thracian section of the Balkan tinder box, the question of international boundaries has long been a controversial issue, and is still a potential source of trouble. Moreover, even non-adjacent countries, Soviet Russia and Romania, have vital interests in the area because of trade and transport activities along their only

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Before the end of the World War coke from the Ruhr District was exchanged for the iron ore of Alsace-Lorraine, most of whose iron and steel works were owned by or connected with Ruhr enterprises. When Alsace-Lorraine was returned to France and the German customs union with small, metals-rich Luxembourg was discontinued, the Reich's domestic iron supply dropped to one-fifth of its pre-war extent. Today, under the 1940 armistice terms with France, Germany again holds Alsace-Lorraine and its valuable ore deposits. In fact, Lorraine's iron-bearing regions were promptly re-annexed to the Reich.

Often appearing in news headlines as one of the world's trouble spots, the Ruhr was occupied by French and Belgian troops in 1923, as a disciplinary measure after German failure to keep up her coal deliveries as promised by World War reparations requirements. In the spring of 1936, when the Rhineland was re-militarized in defiance of the Versailles Treaty, the Ruhr, along with other strategic and valuable areas along the sweeping course of the river, again came within German military scope.

Note: Additional information and pictures of the Ruhr area can be found in "Renascent Germany," *National Geographic Magazine*, December, 1928; "Rediscovering the Rhine," July, 1925; and "The Story of the Ruhr," May, 1922. And in the GEOGRAPHIC NEWS BULLETINS: "War Targets in Germany: Two of Europe's Greatest Inland Ports," January 6, 1941.

Bulletin No. 3, February 10, 1941.

Photograph by Deutscher Aero Lloyd

TOWNS ARE RARELY OUT OF SIGHT IN THE RUHR COUNTRYSIDE

This pre-war photograph shows the smoke and recognizable architectural features of an industrial plant in the Ruhr which would no doubt by now be camouflaged as an air raid precaution. Roads and railroads crisscross the district in every direction. While the chief urban center clustering about the plant appears in the lower left corner of the picture, the fringes of another plant-and-home cluster appear in the upper right hand corner, not far distant, for the Ruhr is one of the most densely populated areas in Europe.

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Malta a Veteran of Italian and German Attacks

THE British base at Malta lies more than 700 miles from southern Germany, but that distance has been no protection from Nazi dive-bombers in recent weeks. Both British and German sources have announced raids on Malta by German planes, which reporters assume to be based on Sicily, only 60 miles away.

Malta entered the history of the present war as the scene of Italy's first military operations against Great Britain, in June of last year.

The small islands of the Malta group have in their time had many an important rôle in international affairs. Lying about halfway between England's vital Mediterranean stoppers, Gibraltar and the Suez Canal, they form a British base set in the storm center of crisscrossing "lifelines" which have linked Europe and North Africa, the British Isles and the East.

Five Islands Known by the Name of the Largest One

The group, which includes the islands of Gozo, Comino, and Malta, with the islet of Cominotto and Filfla rock, is one of the world's smallest island chains.

The combined area is less than 123 square miles, of which 95 belong to Malta. Yet the island quintuplets have a population of some 265,000 people, who speak a language of their own, whose history stretches back millenniums before Christ.

On the island of Malta is the Grand Harbour of Valletta, where the British Mediterranean fleet has been based, with its huge drydocks, repair shops, munitions and fuel stores. Long, deep, and indented into Norwegianlike fiords, this rock-sheltered harbor still offers strong natural protection against a surface enemy as it did in the days of the Phoenicians (illustration, next page). There, the Crusader order of the ruling Knights of St. John, with less than 10,000 men, was able to hold off some 50,000 Turks in the famous siege of 1565.

Remembered for Maltese Cat and Maltese Cross

Today, beside the great fortresses which the Knights of Malta built at Valletta after the siege, are modern coast and antiaircraft batteries, forts, bombproof shelters, and subterranean galleries for men, arms, and food supplies. There old castles have been strengthened by new battlements; hidden anchorages and submarine bases have been prepared in other parts of the islands.

In a long and often violent history, Malta has known the rule of Phoenicians, Carthaginians, Romans, Vandals, and Saracens. Once under the Norman Counts of Sicily, it was presented to the Knights of St. John by Emperor Charles V.

Napoleon captured the island easily on his way to Egypt. Later, an uprising against the French led to requests for British annexation, finally put through in 1814 at the Congress of Vienna.

Connected with the island is the name of the Apostle Paul, who took Christianity there more than 1,900 years ago.

Familiar around the globe are the Maltese cat (no longer found there) and the Maltese Cross, an eight-point white cross on a black field, symbol of the Knights of Malta.

Note: See also "Wanderers Awheel in Malta," *National Geographic Magazine*, August, 1940, which includes two maps (p. 257), one showing Malta's strategic location in the Mediterranean, the other a more detailed map of the islands; "Maltese Islands," November, 1935; and "Malta: The Halting Place of Nations," May, 1920. And in the GEOGRAPHIC NEWS BULLETINS: "Malta, Potent Pebble Off the Mediterranean Shores," November 23, 1936; "England's Road to the Orient," October 4, 1935; and "Malta, England's Mediterranean Stepping Stone," April 30, 1934.

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water outlet from the Black Sea, the Dardanelles-Bosporus-Sea of Marmara bottleneck southeast of Thrace.

Invaded—as set out in ancient history—by Darius, Xerxes, and Philip of Macedonia, Thrace became at one time a Roman province. It was later overrun by the Goths and Huns, and finally conquered by the Turks. During one period its coasts were widely colonized by the Greeks.

Modern Thrace is essentially a farming and pastoral land, still producing many of its ancient specialties, such as grain, horses, and wine.

Both Greek and Turkish sections of Thrace are fairly uniform in character, with wide stretches of windswept plains, broken in spots by mountains and cut by a number of small streams. The southwest part, in Greece, is the most fertile. From the well-watered delta areas back to the undulating foothills of the Rhodope Mountains are grown rice, grapes, cotton, tobacco, and mulberry leaves for silkworms.

Western Thrace, divided into the two Greek departments of Evros (or Hevros) and Rhodope, has only a few more than 300,000 inhabitants. Eastern Thrace—which includes Turkey in Europe, with Istanbul—holds well over a million people.

Note: For additional material about Thrace see "Transformation of Turkey," *National Geographic Magazine*, January, 1939; "Beside the Bosporus, Divider of Continents," October, 1929; "New Greece, the Centenarian, Forges Ahead," December, 1930; "Seeing 3,000 Years of History in Four Hours," December, 1928; "History's Greatest Trek," November, 1925; and "From England to India by Automobile," September, 1925.

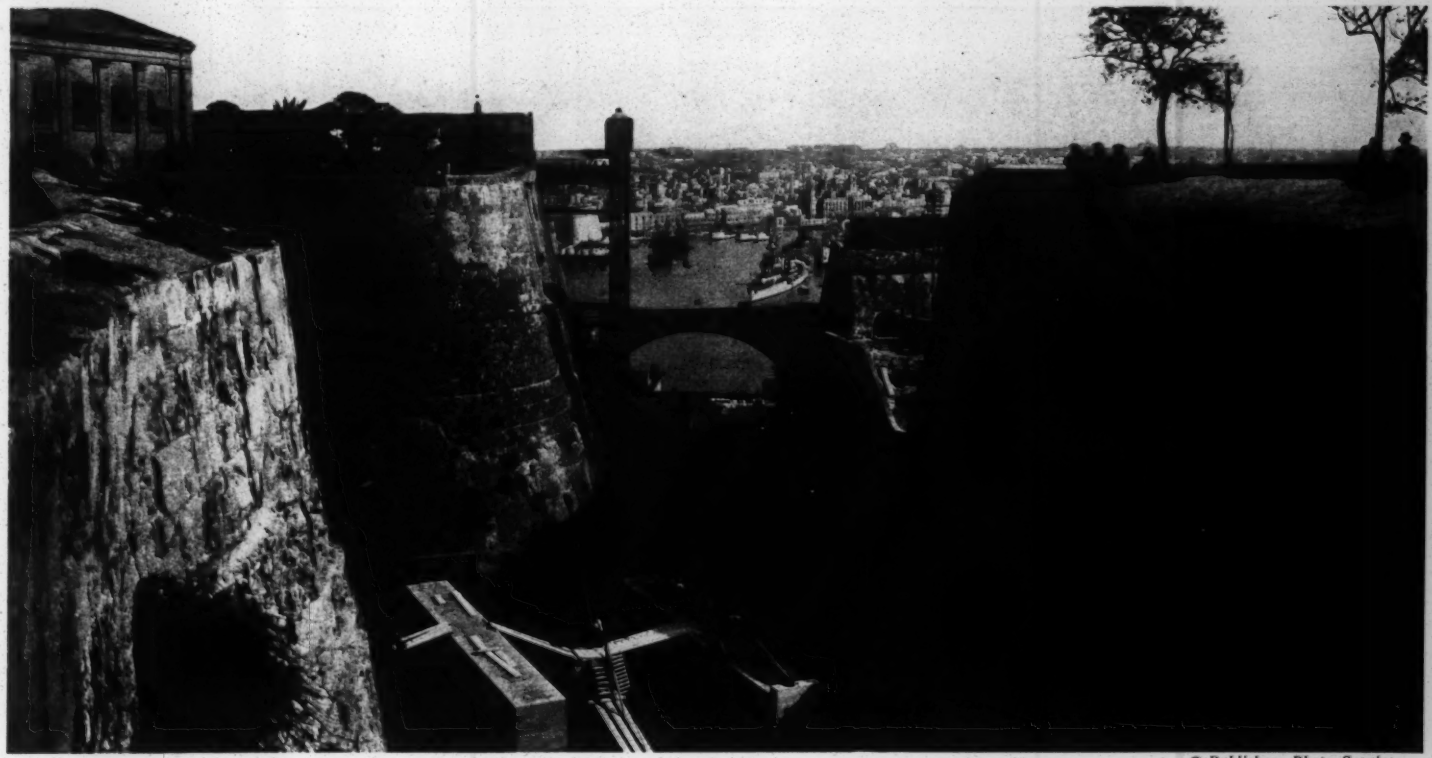
See also the Map of the Classical Lands of the Mediterranean, copies of which are available at 50c (paper) and 75c (linen).

Bulletin No. 4, February 10, 1941.

Photograph by C. D. Morris

WITH SLEDGE AND FLINT, THRACIANS THRESH GRAIN IN BIBLICAL STYLE

Thrace has been known as an agricultural land since Homer praised the "honey-sweet" wine possible thirty centuries ago, and agricultural methods have changed little since then. Within easy reach of Istanbul, the progressive metropolis of the Middle East, a Thracian woman separates the grain from the chaff by methods already old in Biblical days. Pieces of flint, fastened under the wooden sledge drawn by leisurely oxen, cut the wheat from the husks—a process which substitutes for or combines with flailing. The threshing is followed by winnowing. Although this Turkish region of Eastern Thrace has been governed by both Greece and Turkey within the past century, the Moslem influence of old Turkey is apparent in the minaret in the background, with its muezzin's balcony near the top. When eastern Thrace, "the backyard of Constantinople", was transferred to Turkey in 1922, some 300,000 Greek residents emigrated into Greek territory.



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THE NATURAL ROCK WALLS OF MALTA HAVE BEEN EXTENDED UPWARD BY 25 CENTURIES OF FORTIFICATIONS

Since Phoenicians first demonstrated that the Mediterranean Sea could be profitably traversed, Malta near the sea's center has been valued as a way-station for travel in every direction. Emperor Charles V gave the island to the Knights of St. John, who started in the 16th century to build the massive bastions fortifying Valletta, the capital, and flew their Maltese Cross insignia over the fortress until Napoleon came. The British took over in 1814. They have added gun emplacements and additional protection to the sturdy old fortress of the Knights. Valletta stands at the west portal of Grand Harbour, the deepest of a dozen indentations into Malta's northeastern coast, which is now a British naval base. Battleships lie in the harbor (background) near the entrance to Dockyard Creek, one of the four smaller bays indenting the east side of the big bay of Grand Harbour. Passengers disembarking at Valletta take the elevator in the tower behind the bridge (middle ground) to reach street level from the waterfront.